Visual and Aesthetic Character Technical Report

For the C-470 Corridor
Revised Environmental Assessment

January 2015

Submitted to:
CDOT Region 1
2000 S. Holly Street
Denver, CO 80222

Submitted by:
Wilson & Company
1675 Broadway, Suite 200
Denver, CO 80202

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2015 UPDATE TO 2005 REPORT

This report examines how the proposed roadway improvements would change the look or visual character of Colorado State Highway C-470, between Kipling Parkway and Interstate 25, in the southwestern portion of the Denver metropolitan area. In 2013, CDOT and FHWA began evaluating impacts of a slightly revised Proposed Action in the same location as the alternative that was studied previously in the C-470 Environmental Assessment (EA) that was approved by these same agencies in 2006.

C-470 is located about 13 miles south of downtown Denver. It passes through Arapahoe, Douglas, and Jefferson counties, as shown in Figure 1. CDOT and FHWA have initiated the Revised EA for the 13.75-mile portion of C-470 between Kipling Parkway and Interstate 25 (I-25) to address congestion and delay, and to improve travel time reliability for C-470 users.

Figure 1
C-470 Corridor and its Surrounding Vicinity

The Proposed Action would add two tolled Managed Express Lanes in each direction, expanding the four-lane freeway to an eight-lane freeway. To aid motorists in merging onto or off of the highway, auxiliary lanes would be provided between closely spaced interchanges (e.g., one mile apart). The typical cross section would vary from 154 feet without auxiliary lanes to 174 feet in areas with auxiliary lanes. The Proposed Action does not include any new interchanges or any major interchange modifications.

An extensive previous version of this report was completed in August 2005, and was included in the technical compendium for the approved 2006 C-470 EA. Since that time, two notable changes to the C-470 setting have occurred, and there have been notable changes to the proposed improvements. These changes are as follows:

- The preferred alternative in the 2006 EA included a proposed flyover ramp carrying traffic from southbound Santa Fe drive to eastbound C-470, beginning near the Wolhurst (mobile home) Community north of the Santa Fe interchange. That flyover ramp has been constructed as a separate safety project and is now

part of the existing setting. The flyover ramp and its visual impacts are not part of the 2015 Proposed Action.

- The 2005 report noted that a gravel pit located north of C-470 and east of Platte Canyon Road was planned to be converted to a water storage reservoir in the very near future. That conversion has taken place. The gravel pit has been replaced by the 6,480 square-foot South Platte Reservoir.
- The 2015 C-470 Proposed Action now includes a buffer separation (pavement with painted striping) rather than a raised concrete barrier to separate the planned new managed express (toll) lanes from the general purpose (free) lanes, for each direction of traffic. Thus, the 2015 Proposed Action would have a more open feeling than the prior proposal.
- The 2015 Proposed Action does not include any proposed direct access ramps. The 2006 preferred alternative had called for new ramps connecting the inside lanes of C-470 to the middle of the existing Colorado Boulevard bridge that crosses over the freeway.

For clarification, the proposed managed express lanes would use modern toll collection technologies that do not require any tollbooths. The use of tollbooths on toll highway E-470 (which is connected to C-470 at the eastern terminus of the project) was discontinued in July 2009, in favor of all-electronic toll collection methods.

The August 2005 C-470 Visual and Aesthetic Character Technical Report was 241 pages long, because its 13 pages of text were accompanied by exhibits of design features, a copy of CDOT design guidelines, correspondence records and a bibliography. The August 2005 report is incorporated by reference so that those details do not need to be repeated here.

The 2015 Proposed Action is similar to the 2006 preferred alternative, in that it would add two express lanes in each direction, but no longer includes the Santa Fe flyover, Colorado Avenue direct access ramps, or concrete barriers for lane separation. The 2015 Proposed Action thus has notably reduced visual impacts. CDOT has not revisited the prior mitigation details that were identified through extensive interagency and public involvement, but will implement the previously identified mitigation as appropriate.

The 2005 analysis has been updated in 2015 to reflect the changes discussed above, but is otherwise little changed from its original version. The following pages describe the project's setting, anticipated impacts and proposed mitigation.

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1.0 INTRODUCTION

1.1 Resource Definition

During the process of assessing potential changes to the environment, it is important to consider how the proposed C-470 improvements would change the look or visual character of an area. This is typically done by defining view sheds from the highway, both away from the highway as a driver would see the views, and back towards the highway as a resident would perhaps see the highway.

View sheds are defined as being either natural or manmade vistas which are viewed within a given setting or location. Usually outer boundaries for view sheds are apparent, such as the edges of a city's downtown, or the bound limits of a specific park. Outer boundaries can also be expansive, such as the extents to which one can physically see.

For this C-470 visual impacts analysis, five such vistas were identified and defined as important view sheds for the southwest region of Metropolitan Denver. These vistas captured the visual essence of the quality of life people choosing to live in this area value. People are attracted to the natural setting the region offers, with the convenience of being close to the economic vitality of both the Denver Technological Center and Denver's Downtown Central Business District.

Five distinct view sheds were identified along the 13.75-mile C-470 project area.

Another important consideration in assessing visual changes is the aesthetic treatment of the facility itself. In order to create a unifying identity for the entire C-470 corridor, consistently themed treatments of specific structural elements, engineering features, and landscaping should be maintained throughout.

1.2 Report Overview

This technical memorandum describes the visual and aesthetic impacts and mitigation measures that would be necessary for the C-470 Proposed Action, as described in the C-470 Environmental Assessment document. First, the related plans and policies used to perform the visual analysis are described, and the existing conditions in the C-470 corridor, including any relevant future conditions that are planned. The memorandum then explains the methodology used to perform the visual analysis, and how both the Proposed Action would affect the existing visual qualities or offer unique structural features, compared to the No-Action Alternative. Finally, the memorandum identifies mitigation measures that have been incorporated or would be implemented to mitigate adverse impacts and offer an Aesthetic Treatment Plan to maximize corridor visual consistency.

The visual analysis was conducted using the guidance of *FHWA Technical Advisory Report T6640.8A*; *23 U.S.C. 101, 109, 138, 319*; *49 U.S.C. 303, 5301, 5312, 5324, 55, Subchapter II*; *Visual Impact Assessment Manual for Highway Projects* (FHWA HI 88-054, 1988); and *Esthetics and Visual Quality Guidance Information*, (FHWA, 1986).

2.0 AFFECTED ENVIRONMENT

2.1 Related Plans and Policies

CDOT's regional office serving the Denver metropolitan area has developed a set of standards for each corridor in their jurisdiction. These standards are contained in the document *Urban Design for Region 6*, July 2003, and were used as a baseline for maximizing visual consistency in the corridor. These standards are part of the Administrative Record for this Environmental Assessment. Due to an internal CDOT reorganization in 2013, Region 6 no longer exists, but the referenced design standards remain in place, now administered by Region 1.

In the 2005 analysis, cities and counties along C-470, as well as the State Historical Preservation Office, were asked if any visual inventory or guidelines have been conducted or used by their entity in the past for the C-470 corridor. No past records could be found, and therefore none were used in this analysis.

2.2 Description of Existing Conditions

2.2.1 General Overview and Aesthetics

Built in the late 1980s, C-470 lies in the southwest quadrant of the Denver metropolitan region, having portions in Jefferson County, Douglas County, and Arapahoe County. This 13-mile stretch of east-west highway from Kipling Parkway to I-25 serves local residents, commercial traffic, tourists, and motorists making longer, regional trips.

C-470 is a visually appealing corridor, both to tourists traveling through the area headed towards the Rocky Mountains and to the local community. Over 80,000 vehicle trips use C-470 every day, with motorists and their passengers taking in the views and character of the highway. The Dakota Hogbacks (foothills to the Rocky Mountains) are a dominant visual feature, seen to the west from many views along C-470, as in Figure 2.

Figure 2
Dakota Hogbacks as Seen from C-470 Project Western Terminus)

The Hogbacks provide a unique visual identity for the Denver Metropolitan Area, different from other cities in Colorado, even along the Front Range of the Rocky Mountains. They contribute to the quality of life for the community and are a draw for the promotion of tourism.

The views of Chatfield State Park, including both the reservoir and the dam, are another striking visual feature as one drives along C-470. This is a 300-acre recreational facility in the area, and also provides flood control for the region. It is maintained by the U.S Army Corps of Engineers (USACE) and provides an attractive expanse of undeveloped land and water, amongst the highly developed housing areas surrounding the park.

In general, over the last few decades, there has been a gradual loss of undeveloped or natural areas in the C-470 corridor due to urban development (see example, Figure 3). As a result, C-470 is becoming visually confined. The foreground in places is becoming highly suburbanized. As residential vegetation grows, it will enhance the character of the landscape from open meadow to urban and suburban development. Large patches of undeveloped land are found along the highway in the Highlands Ranch area.

Figure 3
Residential Development along Westbound C-470, West of Colorado Boulevard

However, there are still some natural areas, like the previously mentioned Chatfield State Park, that can still be viewed from the highway. Other areas include both the South Platte Park and the McClellan Reservoir. Natural features such as creeks, gulches, and smaller open fields can be seen along C-470 as well. The Biological Resources Technical Report for the Revised EA notes that there are 20 active prairie dogs colonies along C-470, and some of these are immediately adjacent to the highway.

The C-470 corridor also has its share of less attractive views, including commercial buildings, car dealerships, and a gravel and sand supply pit. Furthermore, the highway generally has relatively minimal, low-maintenance landscaping.

Noise walls built by CDOT exist in a few locations along C-470. In other locations, privately built walls or fences block views to and from various residential areas. The CDOT noise walls near Santa Fe Drive and Wadsworth Boulevard were constructed with a generic CDOT Region 6 design and treatment, using a color scheme that does not completely match the existing bridges along the corridor. The walls do contain subdued colors that do not detract or distract from the surrounding views beyond. Better aesthetics are displayed on the wall near Platte Canyon Road, shown in Figure 4.

Figure 4
Noise Wall North of C-470 and West of Platte Canyon Road

The Centennial Trail runs the length of the C-470 corridor and can be seen from the highway in numerous locations. It is particularly prominent in undeveloped areas where there is minimal visual clutter behind it (see example, Figure 5). It is paved, well marked, and well used. By having the trail parallel to the highway, a multi-modal functioning facility is brought to the public's attention, creating a user friendly corridor.

Figure 5
Centennial Trail as Seen from Westbound C-470, West of Colorado Boulevard

A few specific issues of concern adjacent to the corridor were recognized while conducting the visual analysis. Both Lone Tree and Douglas County use the Quebec Interchange as gateways to their communities, to the north and to the south, respectively. Community signs and designation features have been placed on Quebec at each gateway, and should be maintained.

A new flyover ramp carrying traffic from southbound Santa Fe Drive to eastbound C-470 was opened to traffic in December 2010. This flyover ramp (see Figure 6) was discussed in the 2006 C-470 EA as part of the preferred alternative but was subsequently constructed as part of safety improvements at that interchange. Therefore, the flyover ramp is not part of the 2015 Proposed Action but instead is now part of the existing visual conditions of the corridor.

Figure 6
Santa Fe Flyover Ramp as Seen from Westbound C-470

Retaining walls, bridges (both overpasses and underpasses), and guardrail were constructed with generic CDOT design and treatment as well. However, no effort was made to maintain a consistent theme to unify these elements throughout the corridor. Most of the bridge, retaining wall, lighting, signage, guardrail and other design elements existing today are the same as the original C-470 design standards. A notable exception is that the structures for overhead signs are the new CDOT standard mono tube sign supports and sign bridges.

2.2.2 View Sheds

For the purposes of this Environmental Assessment, the study area has been defined by five different view sheds including cultural, natural, and recreational areas. Listed in order from the west end of the study area to the eastern end, these are:

- Dakota Hogbacks View Shed
- Chatfield State Park View Shed
- McClellan Reservoir and South Platte Park View Shed
- Downtown Denver Skyline View Shed
- Denver Tech Center View Shed

Dakota Hogbacks View Shed

The Dakota Hogbacks View Shed is located on the western end of C-470, and extends as far as one can see both to the south and to the north. This view shed can be divided into thirds for description purposes: southern, middle, and northern. Both the southern

and northern thirds are usually viewed under hazy conditions, with no specific details of the terrain able to be made out. The middle section creates the distinct “Colorado feel” of living close to the Rocky Mountains. Natural drainage ways, ridges, and native vegetation can be seen from C-470. Mountain Range views create a visual dimension to the skyline and add depth and interest to the viewer. A photo of the Dakota Hogbacks formation was presented earlier, in Figure 1.

Chatfield State Park View Shed

The Chatfield State Park View Shed extends from C-470 on the north, to the edges of Chatfield State Park on the south, west, and east, bounded by Wadsworth and Santa Fe. The focal point of this view shed is the Chatfield Reservoir and adjacent dam. The surrounding natural grasslands with low-density forested areas incorporate the remaining stretches of this view shed. The Chatfield State Park View Shed is the only view shed on the southern side of the C-470 corridor, and provides a visual break from the surrounding urban infill (see Figure 7). Views of water are highly coveted by residents of Colorado because of water’s scarcity in a semi-arid ecological zone.

Figure 7
Chatfield State Park as Seen from Eastbound C-470, East of Wadsworth Boulevard

McClellan Reservoir and South Platte Park View Shed

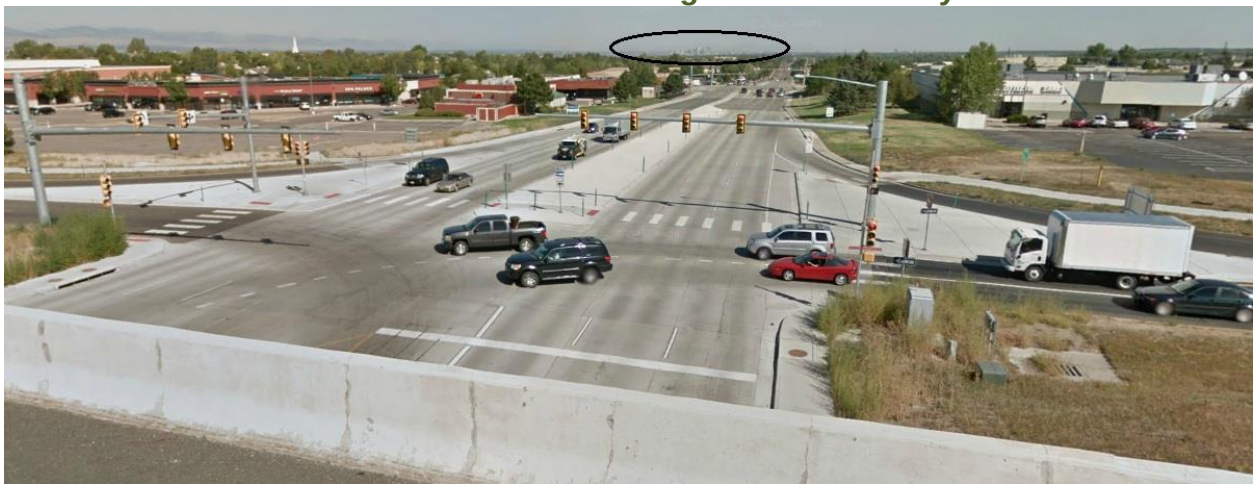
The McClellan Reservoir and South Platte Park View Shed extends from just west of Santa Fe to just west of Broadway, on the northern side of the C-470 corridor. The primary focal point of this view shed is the McClellan Reservoir, seen in Figure 8. McLellan Reservoir is not immediately adjacent to the highway, while South Platte Park abuts it. The surrounding forest in the South Platte Park provides a rural look amidst the residential populations in the area. Trails can be seen running through the Park and near the Reservoir. Again, views of water are highly coveted by residents of Colorado because of water’s scarcity in a semi-arid ecological zone.

Figure 8
McLellan Reservoir as Seen from Westbound C-470, West of Lucent Boulevard

Downtown Denver Skyline View Shed

The Downtown Denver Skyline View Shed can be viewed as a backdrop to the north, when passing over University while traveling on C-470. The foreground is filled with commercial and residential units, as well as fully developed urban landscaping. Many of the roadways providing a network to get into and out of downtown Denver can also be seen from this view shed. The view to downtown Denver is distant and is only successful on days with good visibility. This view denotes the sense of commerce and activity, leaving the natural mountain and recreational scenes viewed to the west. In Figure 9, looking north, the downtown Denver skyline is highlighted in an oval, at the horizon.

Figure 9
Downtown Denver Skyline
as Seen from Westbound C-470 Bridge over University Boulevard



Denver Tech Center View Shed

The Denver Tech Center View Shed can be seen from C-470 by looking northward when passing over the Broadway and University interchanges. Although less dramatic then the Downtown Denver Skyline, it contains the commercial buildings that make up Denver's southern business community. The foreground of this view shed is also filled

with commercial and residential units, as well as fully developed urban landscaping. This view also denotes the sense of commerce and activity. The office buildings that comprise the Denver Tech Center have been highlighted with an oval in Figure 10.

Figure 10
Denver Tech Center as Seen from Eastbound C-470, East of University Boulevard

3.0 ENVIRONMENTAL CONSEQUENCES

3.1 Methodology for Impact Evaluation

Feedback was obtained from CDOT project managers on the desired level of detail to be completed for the visual analysis. This level was determined by expected agency and public interest and sensitivity. An advanced level of detail was desired, which includes two-dimensional treatment examples; development of corridor standards with elements specific to alternatives including forms, textures, and shapes; and detailed corridor animations to illustrate potential visual treatments for the project alternatives.

After discussions with city and county stakeholders, a decision was made to apply corridor wide visual treatment standards to all design elements for overall consistency throughout the corridor. Cities and counties would have the ability to upgrade features of interchange treatments by providing additional funding for design, landscaping, aesthetic treatments, construction, and maintenance.

Relevant data was collected for the C-470 corridor including aerial photographs, corridor photographs, and maps. A field inspection was performed, noting the location of sensitive visual areas, locations of visual issues and view sheds, and unique community architectural features. This information was mapped. For both the General Purpose Lanes and Express Lanes Alternatives, the visual impacts on adjacent areas and view sheds were determined. An assessment of visual quality was made, based on the regulatory guidelines listed previously. Visual qualities and unique structural features of the Alternatives were disclosed, as well as their impact to the host community. An Aesthetic Treatment Plan, mitigation options, and areas for additional community support were then developed. Options for aesthetic treatments of the proposed highway improvements were explored and include landscaping, architectural design elements, and barriers during construction phases.

3.2 Identification of Anticipated Impacts

Potential visual impacts associated with the No-Action Alternative and the Proposed Action are described below.

3.2.1 No-Action Alternative

The No-Action Alternative would result in some visual impacts along the highway. Without additional corridor improvements, further deterioration of existing levels of service along the C-470 corridor would occur as traffic volumes increase. Congestion and delay currently experienced during peak traffic periods would increase and extend through more hours of the day. Increased traffic volumes and congestion would make the existence of C-470 more visually apparent. This visual impact would occur in all view sheds. The C-470 corridor would continue to have an assortment of highway elements and treatments that were built over the past twenty years, prior to the development of the Region's design guidelines. Without a transportation improvement alternative, there would be no implementation of consistent corridor standards, as no one entity would be responsible for overseeing the task.

3.2.2 Proposed Action

The Proposed Action would affect the visual character of the corridor in various ways. Wider pavement sections would be noticeable with the elimination of the existing grassy median. Interchanges would have larger foot prints, as the ramps are pulled back for safe geometric design. The longer ramps will result in the need for more retaining walls and barriers near the intersections. These larger interchanges will also be in need of more overhead lighting for safety reasons.

The managed express lanes would have toll collection gantries at every access point, which will distract from the views at these locations. Additional signage will also be needed, both roadside and overhead, to inform motorists of their options for toll lane ingress and egress. This would include some signage outside of the roadway construction limits, providing advance information to motorists. Advance signage would be needed as follows:

- eastbound on C-470, west of Kipling Parkway
- westbound, on E-470, east of I-25
- northbound on I-25, south of C-470
- southbound on I-25, north of C-470

The three locations listed above for the eastern project terminus are in the vicinity of a freeway-to-freeway interchange, already "busy" with signage.

As traffic levels increase on C-470, more noise walls will need to be constructed for adjacent residential communities. These noise walls would block views to and from the corridor, and create a more urban feel along the Corridor. However, walls would be added only where there is existing development needing noise relief, not in scenic, open areas. For the

The Proposed Action could result in addition of several new noise barriers, ranging from 12 to 20 feet high. This would affect the visual character of the C-470 corridor.

number and size of recommended noise barriers, please see the *Noise Technical Report* which is included as a separate appendix to the Revised EA.

With new water quality regulations in place, numerous water quality ponds would need to be constructed along the corridor. These would be visible from the highway, some positively impacting the corridor by providing breaks from the commercial and residential terrain that currently exists. Others would impact the corridor negatively, adding more concrete in the region to line the ponds. The 2006 EA recommended creation of 53 new water quality ponds, but now a smaller total is expected as the result of interagency cooperative detention solutions pursued for the Revised EA.

The addition of retaining walls in various locations would be necessary to minimize effects to environmentally sensitive areas, prevent the need for excessive ROW acquisition, and to avoid the need to modify CDOT's U.S. Army Corps of Engineers easement along the northern boundary of Chatfield State Park.

The C-470 interchange at Interstate 25 would include wider interchange ramps, but will not be visually distracting, and instead would blend into the interchange that currently exists. This location is already a busy freeway-to-freeway interchange with a very urban character.

Elements of the Proposed Action with visual impacts include: increased traffic, added lanes, toll information signage and collection equipment, noise barriers, water quality ponds, and retaining walls.

The five identified view sheds along the C-470 corridor would not be visually impacted by the Proposed Action. Additional temporary visual impacts would be seen at many locations along the corridor while the construction of the improvements for this Alternative takes place.

4.0 MITIGATION MEASURES

To mitigate adverse visual impacts of the Proposed Action, CDOT is committed to providing and maintaining standard architectural treatments for the C-470 Corridor. After discussions with stakeholders along the corridor, a set of standards was created using existing features and unifying elements. Common themes were sought to be maintained throughout the corridor, in order to provide a uniform suburban corridor look. Color will be added where practical and subtle changes will be made to existing features in order to avoid reconstruction to the many architectural treatments in the existing corridor. The original colors used throughout the original C-470 corridor are to continue to be used on all bridges, lights, sign structures, sound barriers, retaining walls and concrete railings. In addition, an accent pin stripe has been added to the exterior side of the new bridge rails and the top of sound barriers and retaining walls.

The following summarizes the architectural standards to be used throughout the corridor.

- For bridge piers, a standard straight wall pier or a standard step pier with tapered ends will be used. Many of the existing bridge piers are in these shapes, and CDOT will maintain these themes for consistency.
- For any bicycle and pedestrian path overpasses, piers will be tapered in the lower section, and pier caps will be used in the upper sections of the piers.
- Abutments to the bridges will be slope paved at all overpasses and underpasses, as this is the standard method existing today.
- Standard Type 7 concrete bridge rails formed in the safety shape will be used to maintain pleasing proportions throughout the corridor.
- Where noise mitigation walls are deemed feasible and reasonable according to CDOT's noise mitigation policy, masonry block single wye noise walls will be used.
- The many retaining walls that are needed throughout the corridor will contain textures of basic geometric shapes, with caps on every wall.

Toll-related features such as overhead toll collection devices and signage will follow a region-wide standard, consistent with other tolled roadways in the Denver region. The specific design for these elements in the C-470 corridor will remain flexible at present in order for the future addition of these unifying toll road elements.

Architectural upgrades will be allowed, with CDOT's approval, to enable for city and county stakeholders to bring their communities' unifying elements into the C-470 Corridor. For example, upgrades may include textured sound walls, additional landscaping, or bridge identification markings. In some areas, additional community support should be sought by the city and county stakeholders in order to gain public acceptance of the planned visual appearance of the corridor. In order to maintain a consistent appearance for the Corridor, an Aesthetic Treatment Plan, or menu of design features, has been set by CDOT from which stakeholders may select their upgrades. Stakeholders wishing to upgrade architectural elements will be responsible for funding the construction of and maintaining the elements chosen.

The following summarizes the upgrade architectural standards to be used throughout the Corridor by stakeholders, if desired.

- Enhancement of bridge abutments may be made using one of two methods - architectural improvements in the concrete or landscaping design.
- Landscaping could be done using a tiered approach to break up large retaining walls, or by using a free-form design.
- If desired, bridge rail may be upgraded by thickening the rail to enhance the proportions of the rail depth. A colored pin stripe may also be added to the rail for the purpose of defining specific C-470 bridges. The pin stripe color must blend with existing color schemes in the corridor.

- Another option is to include street names cast in the concrete of the bridges.
- Stakeholders are encouraged to avoid using visually thin bridge decks, so as not to disrupt the proportions in the corridor.
- Where noise mitigation walls are abutting residential property, stakeholders may elect to enhance the residential side of the walls. The affected community should be involved in the selection process. Consistent coloring schemes must be used for the noise walls, but stakeholders will have flexibility in textures, materials, and patterns on the walls, within CDOT's standards.
- Retaining walls located along C-470 may be enhanced by using a variety of patterns including both greater textured choices, and choices with smoother finishes. Selection of the retaining wall treatments may involve seeking community input where necessary. In some areas, retaining walls may also tier back or contain landscape, in order to break up larger heights

Generally, retaining walls along C-470 would be constructed in a manner with forms and textures consistent with CDOT design standards and existing features along the entire corridor. However, retaining walls constructed near Chatfield State Park will be textured and colorized to match the native grasses present. The largest retaining wall near the Chatfield Dam will be tiered to provide a visual break in the height of the wall. CDOT will continue to work with Chatfield State Park during the final design stage, on developing the exact details for the retaining walls in this area.

Lone Tree and Douglas County have also expressed interest in maintaining the gateways to their communities from the Quebec interchange. CDOT will work with these stakeholders to compromise on unique architectural upgrades in this area as well, but with financial responsibility falling on the city and county. Public processes may be applicable to enhancing these gateways.

CDOT is also recommending providing visual continuity with the E-470 corridor, but with the opportunity for local diversity. By doing this, CDOT will help preserve and enhance regionally significant natural areas in accordance with goals set from the E-470 corridor. Two of the enhancements mentioned in the standard aesthetic treatment plan for C-470 are used by E-470 currently – both the thickened bridge rail to enhance proportions, and the pin stripe concept, with red being the chosen color.

Throughout the final design and construction phases of this project, CDOT will continue to work with the involved cities and counties as well as the public stakeholders to ensure a desirable visual character for the C-470 corridor is constructed.

5.0 SUMMARY

The conclusions of this report were based on a thorough analysis of the most current visual and aesthetics information available. Visual impacts were refined according to the latest available conceptual design for the Proposed Action, and will be refined further throughout final design. Therefore the impacts identified in this report are also subject to change during the final design stage.

The Proposed Action will affect some of the existing view sheds along C-470, but will provide additional enhancements to the architectural elements that help unify the corridor. Continuous communication with affected communities will be maintained to ensure a proactive process in creating a visually pleasing corridor.